

## **Twentieth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group (CPWG/20)**

(Anchorage, Alaska 26-29 October 2015)

### **Agenda Item 3:**

#### **Changes in the Anchorage Arctic Flight Information Region**

(Presented by the Federal Aviation Administration)

##### **SUMMARY**

This paper presents information regarding changes to the Anchorage Arctic Flight Information Region (FIR) in terms of airspace designation and airspace use.

### **1 Introduction**

1.1. Prior to 2015, use of the Anchorage Arctic FIR (Fig. 1) was generally limited to overflights by air carrier and air cargo flights, operating above FL280, on Cross Polar and Trans Polar routes. Flight operations in the airspace below FL280, and especially below FL230, (generally scientific research flights) were infrequent and, because of the airspace designation, operated with limited ATC service. Two divergent issues are changing this historic use pattern: concern about climate change and resource exploration and extraction. Consistent with these changing user demands, the Federal Aviation Administration has instituted two significant modifications in the Arctic FIR. The first of these concerns the re-designation of the Arctic FIR airspace and the second concerns the development of an offshore special use airspace "Warning Area".

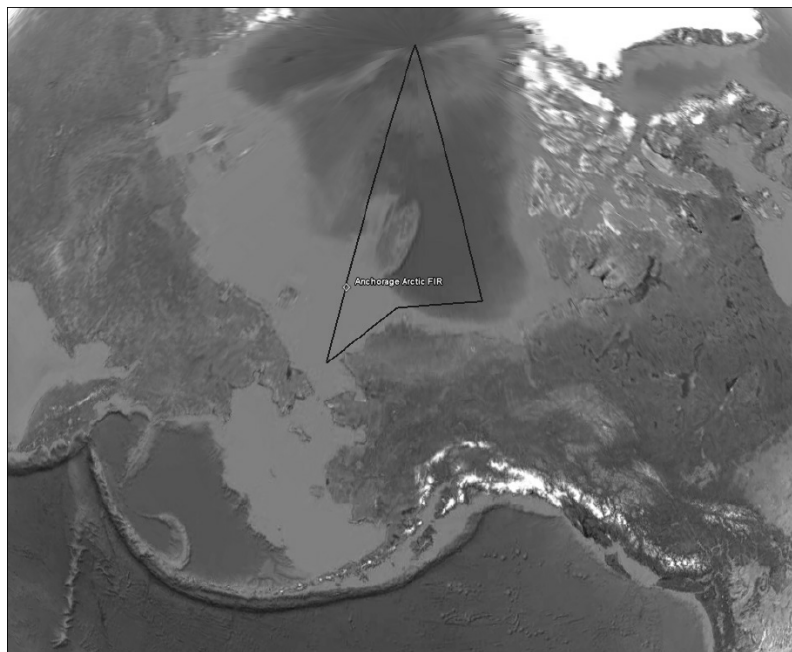


Fig. 1 Anchorage Arctic FIR



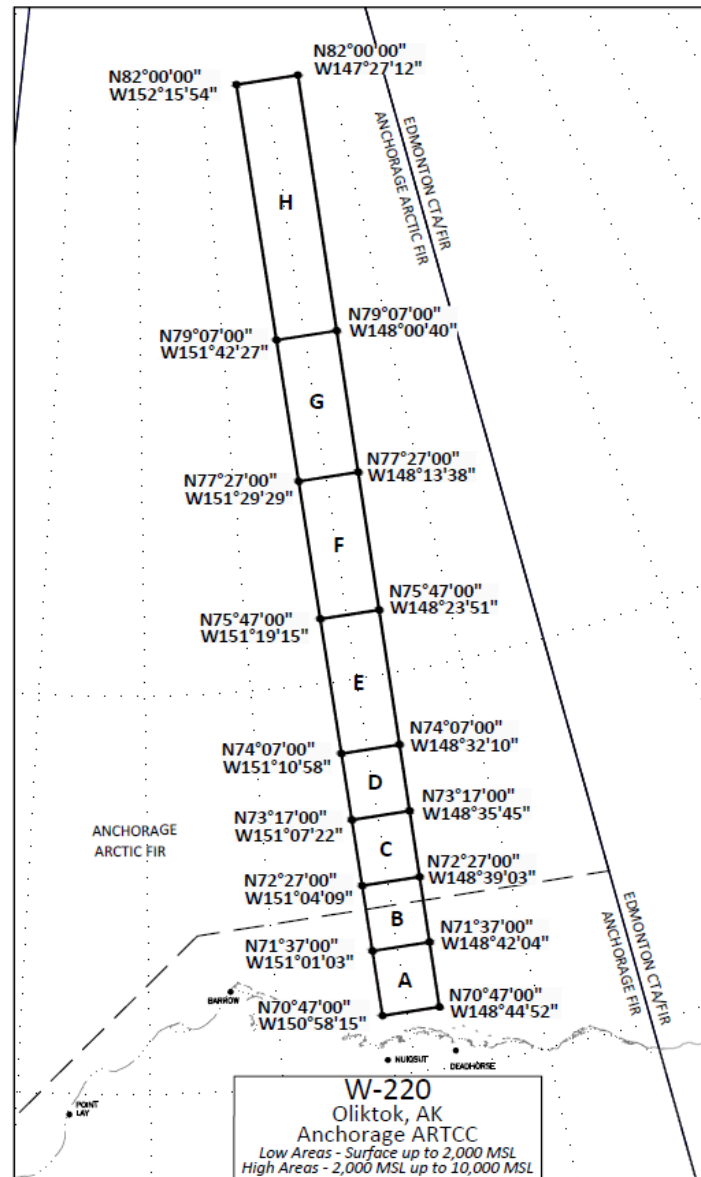


Fig. 3

3.3 Warning Area "W-220" is subdivided both vertically and horizontally providing a method to maximize the flexible use of the airspace in accordance with ICAO recommendations. Notices to Airmen are published, in real time, to notify airspace users when any portion of W-220 becomes active.

#### 4 Conclusion

4.1 The Meeting is invited to note the information provided in this paper.